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**SEN. NANCY KASSEBAUM** (R-Kan.) expects to introduce legislation this week aimed at reducing the burden of product liability lawsuits on manufacturers of general aviation aircraft and components. Kassebaum has introduced similar legislation for several years, but the bills have never made it to the Senate floor. Last year's attempt was blocked by Sen. Howard Metzenbaum (D-Ohio) who acknowledged the bill would probably have passed the Senate if it had been permitted to go to a vote (BA, Oct. 10/113).

**KINGSLEY MORSE,** president of Command Airways of Wappingers Falls, N.Y., is being mentioned as a candidate for the post of FAA Administrator in the Bush Administration. Morse, who sold his airline to AMR Eagle last summer, was in Washington last week meeting with members of Congress and various industry groups.

**SAMUEL SKINNER** will bring a unique perspective to the Transportation Department if, as expected, he is confirmed as DOT Secretary. He told the Senate Commerce Committee last week he believes he is the first active pilot ever nominated for the post, adding that "my active involvement as a pilot will help me" in dealing with aviation issues.

**FAA ADMINISTRATOR** Allan McArtor believes that Samuel Skinner will improve the working relationship between DOT and FAA. McArtor shared his initial impressions of Skinner and discussed some of the problems he's had with DOT during his 18 months at FAA in an interview that appears on the back of Pages 34-37.

## DOT SECRETARY DESIGNATE CALLS NATIONAL POLICY 'PRINCIPAL GOAL'

Transportation Department Secretary designate Samuel Skinner said last week that if confirmed, his principal goal will be "to assemble a management team to formulate marching orders to... develop a national transportation policy that enhances national security and strengthens our economy." Skinner's plan differs sharply with the views of former Secretary James Burnley who earlier this month said "disaster lurks in any attempt to construct a grandiose one-size-fits all policy" (BA, Jan. 16/19).

Testifying at his confirmation hearing before the Senate Commerce Committee Wednesday, Skinner said while he intends to take into account the views of Congress, the public, industry, and President Bush, "if I am confirmed, I want to put into place a strategic plan for dealing with this nation's transportation needs into the next century—across all modes." Skinner stressed the importance of the "synergy that exists between the various modes of transportation" and said he is well aware of the "competing interests that must be balanced."

Skinner advocated mandatory random drug testing for employes in safety related positions and said he also is "personally very concerned about the devastating effects of alcohol abuse on society" in particular by those same transportation employes. Removing the Aviation Trust Fund from the federal budget would not alone solve the problem of misuse of funds and would not reduce the surplus, Skinner said, but he pledged to "see that aviation user fees are spent for the purposes for which they were intended, consistent with addressing the deficit."

Concerning an independent Federal Aviation Administration, Skinner said a more important goal is

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**BUSINESS JETS INVOLVED IN 16 MISHAPS IN LAST SIX MONTHS OF 1988** -- Operators of business jets were involved in 16 accidents or incidents that claimed a total of eight lives during the final six months of 1988, according to information compiled by Robert E. Breiling Associates, Inc. As previously reported by the National Transportation Safety Board, corporate/executive operators had a better safety record than the large scheduled airlines in 1988 (BA, Jan. 16/17). Most of the business jet accidents that did occur last year involved commercial (Part 135) operators. A brief description of accidents/incidents that occurred in the second half of 1988, along with similar information on turboprops and turbine-powered twin-engine helicopters, is shown in charts on the back of Pages 38-40.

Robert Breiling Associates, which specializes in compiling and analyzing business aircraft accident statistics, has just released a comprehensive summary of all 1988 Business Turbine Powered Aircraft Accidents-(Jets/Turboprops/Helicopters). Other studies available from the firm include: Business Jet Accident Analysis; Business Turboprop Accident Analysis; Twin Turbine Helicopter Accident Analysis; and, Annual Turbine Aircraft Accident Review. For information, contact Breiling Associates at 6020 North Federal Highway, Suite 4, Boca Raton, Fla. 33487; telephone, (407) 338-6900.

**CORROSION IN OLDER AIRCRAFT WILL BE THE SUBJECT OF MEETINGS** -- The problem of finding and correcting corrosion and insuring the structural integrity of older Part 23 aircraft will be the subject of two meetings this spring being organized by the General Aviation Manufacturers Association and the Regional Airline Association. The issue of aircraft corrosion in older aircraft gained widespread attention last April when a major section of the upper fuselage of an Aloha Airlines 737 separated in flight, resulting in the death of a flight attendant. FAA held a conference last year to examine the problem in Part 25 airline-type equipment, and GAMA and RAA are now taking the lead in addressing similar concerns about Part 23 aircraft.

Max Bleck, president of Beech Aircraft and current GAMA chairman, said recently that "the Aloha accident served notice on something this industry has known for some time—airplanes, especially pressurized airplanes—won't last forever. Moreover, as airplanes age, they require much more frequent, extensive and careful maintenance." GAMA's Continuing Airworthiness Committee is developing a series of Supplemental Inspection Documents, aimed at older aircraft, that go far beyond the original maintenance manuals. Bleck noted that the average general aviation airplane is over 22 years old and the average turboprop or business jet is more than 12 years old. He said the supplemental inspection documents are intended to provide "specifications and procedures to ensure that these older airplanes can continue to fly with the necessary system and structural integrity."

In addition to developing those documents, GAMA is planning a meeting, tentatively set for March 21-22 in St. Louis, to discuss the problem of corrosion and maintenance in older aircraft. Officials said that meeting is designed as an "information exchange" between manufacturers, operators and maintenance personnel. About 90 percent of that meeting is expected to focus on older business jets. In addition to current GAMA members, attendees will include representatives of FAA, foreign aircraft manufacturers, companies that formerly built and still support business jets, along with operators.

Another session, planned for April 25-27 in Kansas City, is being organized by GAMA and RAA. That meeting will focus on aircraft used in the commuter and regional airline industry. In addition to U.S. operators and manufacturers, the Kansas City meeting will include representatives of foreign airworthiness agencies that certificate commuter aircraft used in the U.S.

Issues to be addressed at the meetings include the human factors considerations of aircraft inspections, specifically, how to keep inspection and maintenance personnel alert and attentive while conducting boring and repetitive inspection procedures, such as examinations of the hundreds of rivets used in a typical airplane. Another area the manufacturers plan to focus on is "telling people how to get in there" to inspect sections of the aircraft's basic structure that may not be visible or readily accessible.

**BEECH NAMES TOM KEOUGH VICE PRESIDENT-AIRLINE MARKETING** -- Beech Aircraft Corp. has named Tom Keough vice president of airline marketing. Keough had been director of marketing for the Canadair Regional Jet program for the past 10 months. Prior to that he held several senior marketing positions at de Havilland Aircraft and served as vice president of marketing at Saab Aircraft of America.

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# 1988 BUSINESS JET ACCIDENTS/INCIDENTS

| DATE | MODEL | DESCRIPTION | REGN | STATE | PHASE | OPER | FTL | DAM * |
|---|---|---|---|---|---|---|---|---|
| 88-07-26 | L-36A | Crash short of runway landing in VMC | N442NE | NJ | App | Comm | 1 | D |
| 07-28 | CE-550 | Swerve off runway landing | N53M | NY | Ldg | Comm | - | M |
| 07-30 | L-23 | Crash on approach in VMC, poss. fuel unbalance | N745F | CA | App | Comm | 2 | D |
| 08-10 | HS-125 | Aircraft hit by air to air missile at FL 350 | 258112 | Botswana | Cru | Govt | - | S |
| 09-11 | L-1329 | Aircraft failed to rotate TO, abort, overshoot | N118B | LA | TO | Corp | - | M |
| 09-18 | CE-550 | Took off and landed with tow bar attached | N527AG | CO | Ldg | Comm | - | M |
| 09-22 | CE-550 | Overshot landing | N29TC | MI | Ldg | Corp | - | S |
| 10-14 | CE-500 | Hit deer during landing roll | N10EH | CO | Ldg | Pvt | - | M |
| 10-26 | L-31 | Hard landing following demo flight | - | Switz | Ldg | Mfg | - | M |
| 10-26 | HS-125 | Fire onboard while awaiting takeoff clearance | N800BA | AR | Pkd | Mfg | - | M |
| 10-29 | CL-600 | Veered of runway TO roll, hit two aircraft | N909MG | CO | TO | Comm | - | S |
| 11-02 | 1121A | Crash following loss of power, both engines | N44 | PA | App | Govt | 3 | D |
| 11-17 | L-25 | Overshot landing on wet runway | N143CK | OR | Ldg | Comm | - | S |
| 11-20 | CE-500 | Bird encounter during departure | N97SK | VA | Clb | Comm | - | M |
| 12-10 | CE-650 | Ldg. gear retr/collapsed, touch and go landing | N61BF | KS | Ldg | Comm | - | S |
| 12-16 | L-24B | Uncontrolled descent, possible press.loss | N234CM | Mexico | Cru | Comm | 2 | D |

Source: Robert E. Breiling Associates

Information presented is based on preliminary reports and may change as the investigation continues.

* N - None; M - Minor; S - Substantial; D - Destroyed

# 1988 BUSINESS TURBOPROP ACCIDENTS/INCIDENTS

| DATE | MODEL | DESCRIPTION | REGN | STATE | PHASE | OPER | FTL | DAM * |
|---|---|---|---|---|---|---|---|---|
| 88-07-08 | MU-2K | Landed short, left gear failed/collapse | N50K | NH | Ldg | Bus | - | M |
| 09-11 | BE-200 | Crash shortly after dark night TO in VMC | N1283 | WY | Clb | Bus | 1 | D |
| 09-23 | PA-31T | Hit antenna during ILS approach in IMC | N234K | OR | App | Pers | - | S |
| 09-28 | BE-100 | Landing gear collapsed on landing | N110EC | TN | Ldg | State | - | M |
| 10-07 | BE-200 | Skidded off side of runway landing | N17KK | CO | Ldg | Bus | - | M |
| 10-11 | BE-200 | Ldg. gear failed to extend, gear up ldg. | N577L | DE | Ldg | Bus | - | M |
| 11-10 | CE 425 | Collided with PA-31 during taxi | N6844S | MS | Txi | Comm | - | S |
| 11-16 | MU-2B | Crash during takeoff/initial climb | N271MA | IL | TO | Comm | 1 | D |
| 11-17 | CE441 | Crash during climb to cruise in IMC | - | France | Clb | Bus | 11 | D |
| 11-19 | BE-90 | Crash during second approach | N308PS | AR | App | Pvt | 6 | D |
| 12-06 | MU-2B | Landed following reported rudder flutter | N171MA | TX | Cru | Comm | - | M |

Source: Robert E. Breiling Associates

Information presented is based on preliminary reports and may change as the investigation continues.

* N - None; M - Minor; S - Substantial; D - Destroyed

## 1988 TWIN TURBINE HELICOPTER ACCIDENTS/INCIDENTS

| DATE | MODEL | DESCRIPTION | REGN | STATE | PHASE | OPER | FTL | DAM * |
|---|---|---|---|---|---|---|---|---|
| 88-07-12 | BK-117 | Rotor damaged from S-76 downwarsh, parked | N135CP | NY | Pkd | Corp | - | M |
| 07-13 | S-58BT | Double engine failure during ext. load op. | N94AH | CA | Hover | Comm | - | S |
| 07-13 | S-61 | Ditched following in-flight fire | G-BEID | N.Sea | Cru | Comm | - | D |
| 07-14 | SA-330J | Crash during liftoff from oil rig platform | N4703 | GM | TO | Comm | 1 | D |
| 07-15 | AS-332L | Ditched following vibration | LN-OMC | N.Sea | Cru | Comm | - | D |
| 08-07 | S-76 | Wheel went off taxiway, acft. rolled over | N69WW | NJ | Taxi | Comm | - | S |
| 08-07 | B-222UT | Stabilizer separated during cruise | N3190K | LA | Cru | Comm | - | M |
| 09-07 | BO-105C | Landed hard during quick stop maneuver | N210BB | TX | Ldg | EMS | - | S |
| 12-05 | BO-105C | In flight tail rotor separation | N2785B | LA | Cru | Comm | - | S |

Source: Robert E. Breiling Associates

Information presented is based on preliminary reports and may change as the investigation continues.

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